

Alameda County Climate Action Transportation Group Meeting Notes for Wednesday, October 14, 2009

ACCMA Staff: Beth Walukas, Gail Payne, Diane Stark, Saravana Suthanthira

ACTIA Staff: Tess Lengyel, Christine Monsen, Rochelle Wheeler

Attendees: Jim Browne, ACPWA; Nathan Landau, AC Transit; Tina Spencer, AC Transit; Mona Mena, Alameda County Public Health; Val Menotti, BART; Wing Lok, Caltrans; Obaid Khan, City of Alameda; Jaimee Bourgeois, City of Dublin; Charlie Bryant, City of Emeryville; Peter Schultze-Allen, City of Emeryville; Jennifer Brame, City of Fremont; Rene Dalton, City of Fremont; Kelly Dietmann, City of Fremont; Ed Evangelista, City of Fremont; Mahendra Patel, City of Livermore; Jason Patton, City of Oakland; Iris Starr, City of Oakland; Joe Wang, City of Oakland; Reh-Lin Chen, City of San Leandro; Carmela Campbell, City of Union City; Sean Co, MTC; Susan Heinrich, MTC; Valerie Knepper, MTC; Annie Young, MTC; Justin Meek, San Jose State University; Lou Hexter, MIG

Presenters: Dr. Richard Dowling, Dowling Associates, Inc.; Tilly Chang, San Francisco County Transportation Authority (SFCTA); Charlie Bryant, City of Emeryville

1. Welcome and Introductions

Beth Walukas called the meeting to order at 10:05 a.m. The meeting began with introductions. Beth gave a brief overview on the conception of the Climate Action Transportation Working Group. She stated that the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA), along with Supervisor Scott Haggerty's office, initiated the working group of local and county agencies in January 2009 to collaborate and coordinate on addressing climate change by focusing on transportation strategies.

2. Multimodal Level of Service (LOS) Analysis for Urban Streets (Information)

Rick Dowling of Dowling Associates summarized a five-year research project that his company performed for the National Cooperative Highway Research Program, which resulted in a multimodal LOS analysis for Urban Streets.

Rick described the philosophy of multimodal LOS, which is to serve all users that share urban streets. He discussed briefly that his organization developed and tested a framework and enhanced methods for determining levels of service for four major transportation modes: automobile, transit, bicycle and pedestrian. The objective of the analysis is to develop a scientific basis for evaluating and determining levels of services for multimodal LOS on urban streets. Rick discussed the factors used in the service models to determine level of service for each mode of travel as follows:

- Automobile level of service – Speed and number of stops.
- Transit level of service – Frequency of service, reliability, speed of service and accessibility. If the pedestrian level of service improves, the transit level of service will also improve. Bus stop amenities affect waiting time (bench vs. no bench).

**Alameda County Climate Action Transportation Group Meeting Notes
for Wednesday, October 14, 2009**

- Bicycle level of service – Segment experience, intersection experience, driveway interference, shoulder lane and pavement quality.
- Pedestrian level of service – Pedestrian density, segment experience, intersection experience, barrier between walkway and street; full on-street-parking lane and midblock crossing (jaywalking). The Americans with Disabilities Act (ADA) assessment is separate from the pedestrian level of service.

Questions from the audience and answers from Rick are as follows:

- a) Does it matter how modern the buses are? This comfort level was not factored in.
- b) Do fewer bus stop amenities affect the LOS? This affects the perception of the waiting time.
- c) For on-street parking, does it matter if it's parallel or angled? On-street parking is used as a factor; however, if it's parallel or angled does not matter. On-street parking does have an impact on bicycles.
- d) What is the impact of double-parking in commercial areas? This issue was not studied since it is a unique situation to only a few areas in the country such as Oakland's Chinatown.
- e) What is the impact of high-traffic volumes? (Many streets are pleasant for pedestrians, plus there are many automobiles.) Rick mentioned that the speed is low; therefore, the volume does not impact pedestrians.
- f) What is the interaction of the automobile level of service with a dependency on the pedestrian level of service? The interaction is "delay" for pedestrians and "speed" for autos; this isn't built into the model.
- g) In regards to intersection issues, how well does the model consider the present equipment? For the model, it will be more indirect. The model does not include enhanced features like a bicycle detector, pedestrian push buttons or a countdown to make the experience better.
- h) Do you include pavement quality in the pedestrian level of service? No, pavement quality is only used in the bicycle level of service.
- i) Did the issue of bicycle/pedestrian conflicts rise? No, not for the streets used in their analysis. Bicycle and pedestrian paths use a separate methodology.

Rick mentioned that software will be available in a commercial quality version after June 2010. Until then, the software is available through Dowling Associates, Inc. by request at rdowling@dowlinginc.com. Feedback on the software is encouraged.

Tilly Chang of SFCTA summarized how San Francisco is addressing multimodal projects and methodologies they are using to do multi-modal evaluation. Tilly discussed the Authority's approach for measuring transportation impacts under the California Environmental Quality Act (CEQA).

Tilly stated that the standard ITE LOS model, which only focuses on auto impacts, does not work for San Francisco. It is problematic and conflicts with the city policy. The ITE LOS model only reflects the motorist point of view. To address multi-modal impacts, San Francisco adopted the approach of Automobile Trips Generated (ATG) by projects in 2007 and recommended discontinuing the use of ITE LOS model.

Alameda County Climate Action Transportation Group Meeting Notes for Wednesday, October 14, 2009

Tilly also mentioned that traditional LOS measures that are auto oriented do not capture environmental impacts as follows, and this information is included in the ATG by project:

- LOS contradicts the Transit First Policy.
- LOS discourages density.
- The climate action plan calls for a reduction in driving.
- Mitigations to LOS are harmful; they worsen conditions for pedestrians, transit and bicycling.
- LOS induces more driving.

Tilly stated that a pay-per-trip mitigation fee will exist, and also will fund the projects. Once this fee is in place, the fee rate per trip can use any methodology to calculate trip rate.

Questions from the audience and answers from Tilly are as follows:

- a) What is the impact of construction? ATG is looking at the long-term impacts; the planning department is looking into the construction impacts. CEQA is looking for both long-term and short-term impacts for the constructions impacts without doing an Environmental Impact Report (EIR).
- b) How did you create the nexus for the mitigation fee? SFCTA is in the process of doing this now. San Francisco is looking at the countywide and adopted transportation plans for guidelines.
- c) Who will administer the mitigation fee? The policy has not been decided on who will administer the mitigation fee. Currently, the planning department administers fees, and it will probably continue to administer the mitigation fee.
- d) Will the parking policies result in no auto trips? No, it probably will have fewer auto trips.
- e) Can linked trips take care of development? Yes, they will reduce trips.

Charlie Bryant with the City of Emeryville summarized the City's efforts to replace auto oriented LOS measures with Quality of Service (QOS) measures in Emeryville's new General Plan. QOS is also dealing with multimodal services. Emeryville did not want to be associated with the term LOS because it is usually associated with automobiles. The City adopted QOS methodology in October 2009.

Charlie gave a brief update on Emeryville's General Plan. In 2003, the City Council updated the General Plan. In 2004, the City created a steering committee to discuss the different modes and how to modify/enhance the modes for Emeryville. This committee performed a great deal of public outreach to get feedback from the community. The main feedback from the community was to improve the bicycle and pedestrian access. This issue became the major theme for the Emeryville General Plan. The discussion and Charlie's presentation focused on transportation after a brief review of the ten guiding principles of QOS, which appear in the presentation document.

Questions from the audience and answers from Charlie are as follows:

**Alameda County Climate Action Transportation Group Meeting Notes
for Wednesday, October 14, 2009**

- a) What is the QOS standard? There are no longer any standards with the QOS. Prior standards stated "E" to "F" are very significant. If the standard is already an "E" or "F", then an increase delay of four seconds is significant, and an EIR is done.
- b) How does Emeryville evaluate transportation analysis for CEQA documents with QOS? This process is currently being finalized.
- c) Why did Emeryville not adopt the ATG fee? Currently, Emeryville has a transportation impact fee; however, it only funds automobile improvements. The General Plan committee will update the transportation impact fee to include all modes of transportation. The current impact fee is not tied to the environment.

The City of Emeryville's goal is to move people not cars, and increase the use of public transportation, bicycles and buses. The City of Emeryville wants to look more like Seattle.

To view all presentations, please access <http://www.accma.ca.gov/pages/ClimateAction.aspx>

3. Greenhouse Gas Baseline Inventories

This topic was not covered due to time constraints.

4. State, Regional, Countywide and Local Climate Activities Update

Due to time constraints, Beth Walukas directed the committee to review the handout of activities impacting climate action programs. The committee was informed that the ACCMA Board will discuss climate on December 3 and will discuss Measure B at the joint ACTIA/ACCMA board retreat in December.

5. Legislative Update

Due to time constraints, Tess Lengyel directed the committee to the Climate Change Legislation handout for review. Tess mentioned the bills that have been approved by the Governor: SB 83, SB 381 and SB 728.

6. Announcements/Calendar of Events

Due to time constraints, the committee was directed to review the handout.

7. Next Meeting Dates

Wednesday, January 13, 2010

Wednesday, February 10, 2010

Wednesday, April 14, 2010

Wednesday, June 9, 2010

8. Next Meetings – Potential Topics

- Transportation System Management/Transportation Demand Management
- Modeling/Emissions Monitoring
- Goods Movement
- Land Use Planning – Transportation Nexus
- Complete Communities/Transportation-oriented Developments
- Complete Streets
- Local Input in Regional Processes

**Alameda County Climate Action Transportation Group Meeting Notes
for Wednesday, October 14, 2009**

- Funding
- Sustainable Community Strategies (SCS)

Other topics of interest are:

- East and South County Rural Transit
- Update on LOS
- Regional Water Boards Ten Pilots for Green Streets

9. Adjourned

The meeting adjourned at 11:40 a.m.

This page intentionally left blank.